

Boating Safety Education Law Stakeholder Workshop

Hosted by the California Department of Boating and Waterways

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July 20, 2006

Radisson Hotel, Los Angeles Airport

Hosted by
Department of Boating and Waterways
2000 Evergreen Street, Suite 100 – Sacramento, CA 95815-3888
Tele: (916) 263-4326 Fax: (916) 263-0648 www.dbw.ca.gov

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1. Agenda

Boating Safety Education Law Stakeholder Workshop *Hosted by the Department of Boating and Waterways* **July 20, 2006**

Welcome, Introduction and Background – Raynor Tsuneyoshi, Director of the Department of Boating and Waterways

- Purpose of stakeholder meetings
- Background of boating safety education in California

Introductory Discussion and Agenda – Heidi Kolbe, Facilitator

- Names and organizations represented
- Interest in this meeting and topic
- Discussion plan

National Transportation Safety Board (NTSB) Report – Bill Gossard, NTSB

- National perspectives on boating safety
- Group discussion on presentation and NTSB

The Effectiveness of Boating Safety, Heidi Kolbe

- Group discussion of chapters 3 and 5 in packet (to be sent/reviewed in advance)
- Respond to questions – Ed Kaempf and Steven Andersen, NewPoint Group

California Accident Information – Heidi Kolbe

- Group discussion of Chapter 5.2 in packet (to be sent/reviewed in advance)
- How does data inform us about boating safety education

Weighing in on a Boating Safety Education Law: Polling attendance – Heidi Kolbe, facilitator

- Quick poll
- Reasons supporting poll responses
- Suggestions
- Questions

Group Discussion on Boating Safety – Heidi Kolbe

- Review of data from poll
- Reasons why we may want/not want a boating safety education law
- What level of interest is there in pursuing some form of mandatory education

Information from Other States – Heidi Kolbe

- Group discussion of matrix in Chapter 2 and Appendix A in packet
- Respond to questions – NewPoint Group

Envisioning the Specific Preferences – Heidi Kolbe

- Assuming interest, what would be envisioned for California
- Ideas are submitted by small groups and reviewed in larger group

Boating Safety Education Law Stakeholder Workshop

Public Comment – Heidi Kolbe

- Designated spokesperson with time allotment.
- Major points in writing.

Next Steps – Heidi Kolbe

- Additional research needed and review
- Refining specifics to review at August 17, 2006 meeting

Closing – Raynor Tsuneyoshi

- Reflection
- Next steps

2. Welcome and Introduction

Key presentation points provided by Raynor Tsuneyoshi, Director, California Department of Boating and Waterways

- Thank you for your participation in this very important discussion today
- Purpose of this meeting is to discuss the boating safety education law
- It's obvious to everyone that California boating accidents are too high
- Statistics show that 60% of boaters have never taking boating safety course
- Today we're hearing about what others have done on a National level and then we'll discuss what should be done here in California
- Mandatory education includes issues related to age, type of vessel, reciprocity, penalties administration and more
- Next meeting August 17, 2006 in Sacramento at the Clarion hotel

3. Motivation for Attendance

What motivated you to be here today?

- Having a lifetime of experience and background in boating and understanding the importance of this issue
- Currently teaching a boating safety courses and have personally seen all aspects of this issue and believe something needs to be done here in California
- Believe that it's really important for individuals responding to incidents here in California
- Local teenager was killed in a boating accident and wanted to participate in a venture to provide more education to help prevent this from happening to anyone else again
- Wanted to take an active role in this issue as one of our goals to support mandatory education

4. National Transportation Safety Board (NTSB) Report

4.1. *Key presentation points provided by Bill Gossard*

- Boating education programs have proven effective in other areas across the country
- Previous perception that if alcohol laws were passed people would stop boating, however truthfully most people do not want people drinking while boating, people are with their families and want safety
- If California is on board with mandatory boating education, a projected decrease in fatalities is expected at 10-15%.
- Mandatory boater education could save as many as 120 people a year nationwide

4.2. *Handouts*

- NTSB Most Wanted Transportation Safety Improvements 2006
- NTSB Most Wanted Transportation Safety Improvements Boat Operator Knowledge Map – Across the Nation (as of June 2006)

4.3. *Contact Information*

- Mail: Bill Gossard, National Transportation Safety Board, 490 L'Enfant Plaza SW, Washington, DC 20594
- Phone: (202) 314-6182
- Email: gossarb@NTSB.gov

5. State Boating Education Laws and Requirements Digest

Heidi Kolbe and Steven Andersen led a chapter-by-chapter review of the State Boating Education Laws and Requirements Digest.

A copy of the State Boating Education Laws and Requirements Digest can be found on the Department of Boating and Waterways website at:

http://www.dbw.ca.gov/PDF/20060731_DBW_Digest%20.pdf

6. Group Review and Reflection

Participants reviewed the State Boating Education Laws and Requirements Digest and reflected on the following...

6.1. *What surprised you?*

- The digest doesn't include the history on the other piece of legislation
- Legislation subsequent to this issue is not represented in the digest; this information would be helpful to the context; (1) Any boat operator convicted of a violation must take a course, and (2) Personal watercraft education courses are offered
- Our state is usually at the forefront of safety issues and we're a big zero on this

6.2. *What concerns do you have?*

- The laws age ranges in other states ranges from 12-21 years of age
- There needs to be reciprocity across states
- How do we ensure an operator has proficiency? There is no proficiency or actual on water courses. Recently boating in Tahoe, had I been an officer I would have arrested about 100 different boat operators
- Personal ownership of personal boating. Recently I had 23 people on a boat with me, would all 23 people be required to participate in boat safety?
- Education law should apply to all boat operators – all people operating a rental for example, not just the renter should be required to attend a briefing
- Classroom environment

6.3. *Issues and implications of this information?*

- Implied understanding of powered vessels, several fatalities are the result of float boats – “the devil is in the details”
- How simple or difficult would it be to issue stickers when the vehicle is manufactured with a warning
- PWC has the best safety information – does not mean that people obey it

7. Group Discussion of Issues Related to Safety Education Law

7.1. *Implementation practices for Boater Education*

- Why have we not more deeply analyzed the states who across the board implemented an education program without a phase in program by age? For instance, Delaware ranks tenth in the nation with 18 accidents, one fatality, four injuries. Is it not better to bite the bullet and make the education across the board inclusive. They're doing something right.

7.2. *Course Delivery and Content*

- Location and access to courses will be an important issue. We'll need more providers and locations to deliver quality education.
- Boater proficiency is needed and should be required.
- The vast majority of states do allow internet courses. People can have others take their internet courses for them, such as an older brother. Hands on, course attendance, with a supervisor proctor is important. California has approved four different internet courses.
- Cost of courses can deter boaters from taking courses. Cost should not prevent people from receiving education.

7.3. *Issues Related to Age*

- 0-21 age groups have the lowest incidence of being involved in accidents, but you don't know if they are on the water more or less than other age groups.

7.4. *Time Spent on the Water*

- Time spent on the water is not captured. Whether individuals are seasonal boaters or year round boaters is not captured as well.

7.5. *Accident Reporting*

- One study indicated that accident reporting statistics are low. Accidents are not always reported to coast guards or government. Therefore, data from insurance companies indicate accident reports are low.
- Accident data is self generated and therefore is not accurate. Accidents cannot be the driving factor in the boating education law; there are a myriad of things that can affect and impact accidents. Reporting, weather, other factors can affect numbers as well.
- Small percentages of people report accidents. Statistically, the number of reports should be going up based on increased education. The entire number of accidents would not be expected to decrease overall until after many years of education.
- Accuracy of reporting, affects the data provided in other charts and statistics. For example, if California reporting is higher because of a lower threshold this can impact data. Clarification: All states are reporting accidents \$2,000 or higher to the Coast Guard
- Insurance companies reports can be affected by hurricane Katrina, or other factors such as damages not conducted while operating the boat on the water. This can affect higher accident reports from insurance companies. We need to be cautious on this issue.

7.6. *Education for Operators*

- Charts that deal only with operators miss the whole point. We need to embrace the occupant as well.
- Operator responsibility. The operator is responsible for the vehicle and his/her vessel. We could benefit from having some additional information here.
- What does operator inexperience mean? First time boaters, first time on the water, etc.

7.7. *Educational Process & Proficiency*

- There are two types of educational processes: (1) Testing and (2) proficiency.
- Court ordered mandatory education impacts the opportunity to educate others.
- Proficiency should be mandated

7.8. *Statistics Strength and Relevance*

- Weaknesses do exist in the data, but we shouldn't lose sight of the fact that some people are dying, some are injured, and some are having a good time out on the water. Our goal is to increase safety, and help decrease injury and deaths so that people can have good safe fun on the water
- There is very little empirical evidence to support or not support our case. However, the report and information provided is a good broad picture.
- There are approximately 3 million boaters in California.

7.9. *Contributing Factors*

- Alcohol is a very important factor when looking at contributing factors
- Many contributing factors can be lumped under inattention
- There can be a number of reasons for an accident. Multiple causes is common.

8. Participant Poll

8.1. *A quick poll was conducted to assess participant interest in a Boating safety Education Law. The poll asked the following questions:*

1. On a scale of 1-10 (1 being a bad idea, 10 being a good idea), what would you rate the concept of a law that requires mandatory education?
2. What are the reasons for your rating?
3. Suggestions:
4. Questions:

8.2. *Poll resulted in the following responses:*

- Total polls received: 38
- Low (responses of 1-3): 2
- Medium (responses of a 4-7): 9
- High (responses of an 8-10): 27

8.3. *Emerging themes and questions:*

- Will education reduce injury and deaths?
- How will it be implemented?
- Involve insurance companies
- Urgent and critical to get this going now
- Need a common understanding
- It is obvious and common sense to do education
- It will reduce accidents and save lives

8.4. *Poll Results*

Total transcription of poll information is in **Section 13** at the end of this document

9. Current Reality

9.1. *What are some reasons we would want to have a mandated education program?*

- Public safety
- Standardized education
- We'd be learning the rules
- We'd decrease fatalities and accidents
- People would have a better time
- We'd increase public participation
- Positively influence public perception of boating

9.2. *What are some reasons we would not want to have a mandated education program?*

- Ability to provide education across the board
- Layers of bureaucracy
- Not necessary for "me" – "I already know how to boat."
- Negatively impact boat sales
- Potential cost to boater
- Preconceived notion of licensing
- Other alternatives than mandating an educational process

9.3. *What are the benefits of a successful mandated education program?*

- Decreasing accidents
- Saving lives
- Encouraging boating
- Ability to craft the state law to our liking
- "We" the boaters have influence
- We may avoid the unintended consequences of a federally mandated law
- Peace of mind knowing other boaters have education
- Confident and competent
- Cost saving insurance too
- Equality society (money, medial, etc.)

9.4. *What are the dangers of a successful mandated education program?*

- Lead to complacency
- Overzealous enforcement
- Drive people away – boating
- Duty for Law enforcement
- Too cumbersome or complex
- Overcrowded waterways

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10. Envisioning Workshop

What do we want to see in place for boating education?								
NASBLA- Approved Course	Phased In Implementation	Validation of Comprehension (Testing)	Fee funds	Measurement	Administration	Penalties	Renters	Alliances
Standardized course DBW course emphasize accident prevention Education NASBLA standards and “best practices” Practical reciprocity Ensure reciprocity Education specific to local Owner operator responsibility stressed Agreed upon standard course and subject matter Reciprocity – go with toughest state requirements	Timeline –Quick program implementation (12 years) Recognize task – TECH wide available Maximize use of existing resources – use power squadron and the USCG Youth outreach program for school – other programs Five years review of program effectiveness Phase in by age Age 16 phase in	Mandatory testing Challenge test out Exempt groups – captains license, USPS, USCG, Aux certifications, etc. Classroom and proctored exams Test administered by third party entities	User fee to fund program – boat operators pay money for card and replacement Marinas pay for program costs Manufacturers fund program costs	Benefit exceeded costs Measure success by accidents, fatalities, and injuries Accident fatal rate goes down, boat sales go down	No DMV No licensing Certificate (lifetime) not license (rescindable) DMV to administer – no new bureaucracy	Penalties for not producing certificate Set penalties Proficiency test after cite Law enforcement need teeth	Rental companies must give minimum training and orientation “Renters-out of state” short exam or other options	Insurance industry involvement Stakeholder involvement True bottom up grassroots education – boaters wanting training

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11. Public Comments

Each person providing public comment was limited to 5 minutes. Public comment key points were as follows:

11.1. *Jerry Desmond Jr. – Recreational Boaters for California (RBOC)*

- Our organization has an open mind and would like to be involved in the process
- Our organization is not prepared to take a position at this time
- We sponsored a previous bill that was going to phase in education for 16 year olds
- Additionally we've promoted and supported efforts for strong education
- View of SB1287 was a testing bill, quick license and not real education
- We provided a list to the Department of what we feel the issues will be. These issues include:
 - Existing education courses, their experiences and the results
 - Current mandatory education (testing laws, the statistics, and the results)
 - Other states approaches
 - Mandatory versus voluntary education
 - Types of education that would be mandated (general to all boats, specific to type of boating including sailing, power, kayak, personal watercraft)
 - The outcome of testing/education that would be mandated
 - Situations where education would be mandated (age, convictions, experience, etc.)
 - Boat operators would be subject to complete or pass mandatory education
 - Proof of education completion that would be required
 - Consider age of operators and recognize their history of safe boating
 - State governmental agency that would be involved
 - Role of state governmental agency
 - Costs that would be borne by boaters (testing, payments, etc.)

11.2. *Harry Monahan– Southern California Marine Association (SCMA)*

- SCMA has 800 members (manufactures, retail dealers)
- Network of boat shows across California could be use to communicate education
- Pleasure of working with department
- SCMA is a member of both (1) National Marine Manufactures Association and (2) Marine Retailers Association of America
- Industry believes you can't "legislate good judgment", the industry is skeptical and worried about DMV involvement in the process
- Many owners, managers and staff of industry are boaters themselves.
- SCMA authorized me to support the NASBLA model act for mandatory education or the legislation that Governor Davis vetoed in 1999. However, we request that it be kept simple, inexpensive and reasonable
- This may require registering and testing up to five million boaters. Can the state handle this; can it incorporate the internet to save time and money?
- This will pose marketing obstacles for our industry and we are concerned about the cost-benefit ratio. Will this be another luxury tax-type problem?
- How much regulation is necessary to achieve positive results?

11.3. Pam Rudy – Stop Propeller Injuries Now (SPIN)

- Our organization seeks to prevent harm to the boating public from the hazard of the exposed propeller by lobbying for federal regulations, seeking concurrence with the marine manufacturers and promoting education to intervene or prevent injuries and fatalities.
- SPIN is a volunteer group that supports the urgent need for mandatory boating education in California.
- We envision a law with a broad range of involvement by the Department of Boating and Waterways as educator and administrator AND enforcer.
- Appropriate punitive damages should be set to insure compliance.
- SPIN supports this mandatory solution for many reasons but chose to focus on two issues: (1) rental dangers (2) the statistics - real and unaccounted - with reference to a call for larger media coverage.
- Rentals without education are dangerous because the renter is often the most inexperienced and therefore most at risk. Pam provided several concrete accident scenarios where renters lost their limbs or lives.
- SPIN believes that education is urgent and necessary and California needs to do it NOW!

11.4. Armando Eason – Private Business Owner and Cruise and Boating Safety Instructor

- Three aspects of boating – been in law enforcement for several years, aquatic centers and yachting
- Seen many “bone head” moves that require search and rescue
- People need education
- Questions: how will we fund this?
- If we pass a law, we’ll need enforcement – who will enforce this?
- Insurance companies need to be involved
- Can’t have too much education!

11.5. Bob Leslie – Yacht Broker and Coast Guard license for forty years

- Testing is not effective, hands on training is critical
- Testing will be no more effective than it would be for a drivers license for automobiles
- Large boats and insurance companies require proficiencies
- Insurance company involvement would save everybody a lot of money
- Involvement of the DMV or other similar organizations is a waste of time and money
- Variables on the water need to be considered
- Am concerned about who will administer this – cannot be like the DMV

11.6. Debra Marks – Chair of Harbor Safety Committee, representative for recreational boaters

- State mandated by the oil spill act – there are five harbor areas that form the committee
- Goal is to improve safety and easy navigation
- Every harbor area supports need for mandatory education
- People who are successful, can afford the boat/yacht often just decide one day to go out and buy a boat and then have no idea how to use the boat or know what to do with it
- These numbers are growing along with retired baby boomer population

- I have been teaching people how to operate yachts
- Recreational boaters need to learn the dangers of commercial traffic
- There is a lack of UHF use by recreational boaters
- Can't seem to pin people down for more than a day for education but by the time we are done people are shocked they are not required to learn what they need to know

11.7. *Robert Sterzenbach- Coast Guard Auxiliary, Private Concerned Citizen*

- My views here today are of a private concerned citizen
- The USCG Auxiliary National Board Recreational Boating resolution in 2003 supports mandatory boater education
- Most states have already followed the NTSB's recommendations. California should do the same.
- NASBLA approved classes should be the standard for the education.
- We need to consider, "What's in it for the boater?" On the top of the list is their safety, life, and the lives of others on the water.
- Speaking to support boater mandatory education, but not licensing

11.8. *Brian Roney – Parks Services Manager – Casitas Municipal Water District, Southern California Lake Operations*

- Supports mandatory testing only, no license
- Diverse enforcement: federal, county, city, lifeguards, rangers
- Suggest tying with boat registration to make it easier for officers to recognize on water
- Funding for BISC (Boating Instruction Safety Center) – extend this to other areas so people can qualify, available for other meeting sites, these facilities would provide more interest in education, safety, etc.
- School curriculum is so full right now
- Boating safety is not an issue that schools will take the time to invest in
- Increase law enforcement and grant funding to include more agencies.
- This effort for boating education is needed.
- We must invest in our future boat operators

11.9. *Larry Skahill – Boating Accident Victim*

- I was ran over by a boat almost four years ago. A top surgeon said my life was a miracle. My body was cut in half in three places. Today, it's amazing I am able to walk up here and talk to you.
- I am not in favor of huge government involvement. However, there is a need and use for government. This is an instance where government involvement can protect and help us.
- Knowledge is never a bad thing, what we do with it is wisdom. We can help people and save lives by providing the tools and education that we need.
- When there is a boating accident victim, there are also peripheral victims (offending operator, family members of victim)
- California needs this. I was surprised we have a zero in this area. We can do better.

11.10. *Darrell G. Allison – United States Power Squadrons (USPS)*

- Education, licensing and proficiency are not the same thing. These are three separate and very special components.

- The USPS started educating boaters in 1914
- Strongly support mandatory education. We do not support boat licensing. We also support proficiency testing.
- We currently offer about 30,000 courses a year across the country. There is no cost to the boater, excluding materials (about \$25-30 each).
- A new education series is in development – USPS University
- Perhaps television and radio could be used as a tool to support boating.

11.11. Chris Brewster – Commissioner of Lifesaving, International Life Saving Federation

- Apologies to Pam Rudy. I was in a position some years ago of influence. I had lobbying capabilities and worked very hard to create consensus around boater education. I failed in doing this. Had the legislation made it through, you wouldn't be here today, and many other tragedies may not have occurred.
- I've been through this process before.
- This inertia is appalling and embarrassing
- If you are a boater you want to have this law pass, you want safety.
- We need to do this for the people that don't know anything about boating and safety. None of us knows when we are on the water what others around us know.
- We're not going to all love it and there will be issues that affect different groups, different organizations, but this is for the good of the whole. We need to do this now!
- If we don't get it done it will be legislated in a form that we won't like.

11.12. Glen Brandenburg – Aquatic Center San Diego State University/ University of California at San Diego

- Over the course of 36 years, the aquatic center has educated 200,000 people
- Aquatic centers have the greatest success in the world
- Strongly support mandatory education
- Safe boating is good for the marine industry
- When someone rents a boat, people must pass a proficiency test at the aquatic center
- We all hate going to the dentist or standing in line at the DMV. We need to get mandatory education done and be willing to accept a compromise
- Renters should be required to pass a proficiency test
- Boating in California is similar to driving in other countries that don't have driver's licenses. If you knew 8 out of 10 people didn't know what a red light was, would you continue to drive? Boaters need to have a safe environment.
- Safe boating is good for California

12. Next Steps

This process is not over. Our next steps are....

- Next meeting is August 17 in Sacramento
- Look at the comments especially under the low and medium poll items.
- Circulate the report that was done in the last process to all of the participants.
- Please give more thought to this process. We're still interested in your input and you can send us information needed. .

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13. Participant Poll Comments and Ratings

Boating Safety Education Law
July 20, 2006 – Straw Poll Results

(comments recorded in range order – 1 = totally opposed and 10 = ready to sponsor legislation)

Ratings	Reasons	Suggestions	Questions/Info Requests
Low (range 1-3) 1 @ 1 1 @ 3	<ul style="list-style-type: none"> Testing isn't a good way – hands on is a better way to educate. 	<ul style="list-style-type: none"> Have insurance companies require boat handling proficiency. 	<ul style="list-style-type: none"> Need better & more complete information on CA accidents.
Medium (range 4-7) 0 @ 4 6 @ 5 2 @ 6 1 @ 7	<ul style="list-style-type: none"> Unknown outcome (certification, education or licensing). I question if adding mandatory education would reduce CA accidents. Not sure we have the right statistics and information. It is not a question if whether or not it is a good idea but how it might be executed. Passing another law for the sake of another law can just be a waste of time & money. It needs more information on specifics of implementation. Impact on boating industry. See the need for “something” but concerned about how intrusive law must be. Some education is desirable provided it is relevant to actually enhancing safe boating – this is to say, make it sensible. An education law, while prudent, may hinder a focus making safety measures, not just education, the standard. 	<ul style="list-style-type: none"> Define outcome (voluntary education, mandatory education, mandatory licensing). An industry run education program. Go where the problems are. Education but no required license. Get insurance companies involved. Pattern it to most problematic areas. If law includes use of age restrictions or some sort of standardization. 	<ul style="list-style-type: none"> Where are the boat users with this project, as they appear not to be a part of this group? What funding does the state see coming to support volunteer organizations to educate the influx of students by adding this requirement? What about use of PFDs? What about making licensing mandatory, not just attend classes?
High (range 8-10) 2 @ 8 6 @ 9 1 @ 9.99 18 @ 10	<ul style="list-style-type: none"> Member of an organization that is dedicated to safe boating. The boating industry needs proficient & educated boaters. 40 years of boating experience including 31 years in 	<ul style="list-style-type: none"> Would local meetings or volunteers help in making this work? Need to include education programs in place (USPS – 	<ul style="list-style-type: none"> Where would state money come from? State and local law enforcement. Rep – documented boats &

Ratings	Reasons	Suggestions	Questions/Info Requests
	<p>the coast guard of dealing with boaters in rescue & law enforcement capacity.</p> <ul style="list-style-type: none"> ▪ Other states have demonstrated effectiveness of education. ▪ Responsible for operating fresh water lake including boating enforcement. ▪ Safety of boaters and guests. ▪ Educated boaters are ultimately going to be safer. ▪ Agree that all boaters need education, but the process and cost give me pause to want it to be done with a good calendar of implementation. ▪ To reduce accidents and fatalities. ▪ To improve the safety image of boating & help the boating industry. ▪ I think that education is always a great idea. ▪ All but one of the several statistics provided in the digest conclusively pointed to greatly reduced fatalities & accidents. Lives saved in the future. ▪ Obvious. ▪ Reduce boating accidents & fatalities knowledge = more enjoyable boating experience. ▪ Critical need & moral obligation. ▪ Personal observations of stupidity & ignorance of people operating boats & PWCs. ▪ Near loss of brother-in-law due to ignorance & alcohol ▪ Definitely a need because fatalities/ injuries are static. ▪ Without a fundamental understanding of boating safety, operators are a hazard to themselves and others. ▪ I'm in the boating industry – commercial & yachting so I see the need for education. ▪ First, past experience seeing several bad accidents. Second, being an instructor in boating safety & seeing the results of education. ▪ The statistics, though not capturing all accidents are a good representative sample. They are fairly 	<p>USCGA, etc.)</p> <ul style="list-style-type: none"> ▪ NASBLA approved course completion administered by a proctor. ▪ Immediate phase in for all ages & types of vessels. ▪ Rental agencies need standardized instruction similar to what PWIA has done with trainer & dealer education. ▪ Go for it. ▪ Don't expect perfection. Recognize the challenge represented by delivering/ verifying completing of education of 2-3 million boaters. ▪ Tackle by age groups over a course of about 10 years. Give DBW staff plenty of time to plan before first group is implemented. ▪ Have a system that allow the option of a written test of boating safety course then a check box on the California Driver's license or ID like motorcycles. (so simple) ▪ Financial liability requirements for all vessels would improve any legislation. ▪ Should include adults, not just <21. More rapidly implement than other states phase-ins. ▪ Use percentage of registration fees to supplement state 	<p>not registered boats.</p> <ul style="list-style-type: none"> ▪ DBW needs to clarify and explain why they cannot sponsor any legislation in this subject. ▪ If grandfathering is suggested, I would ask for reasoning behind it. Charts are telling us all age groups have fault. ▪ Politics - Is loss of revenue for boating industries the main reason for CA not implementing program in the past? ▪ Enforcement? ▪ Canoe/ kayak – those are not registered and hard to get data/ impact.

Ratings	Reasons	Suggestions	Questions/Info Requests
	<p>accurate regarding fatalities. Scaling for hours of use on the water is not relevant when dealing with this number or fatalities.</p> <ul style="list-style-type: none"> ▪ There needs to be a common understanding of all motorboat operators of the rules of the road, boating law, and boat operation. ▪ Perception: California should be a safety leaders, not a follower. ▪ Common Sense: Licensing should match that for vehicles. ▪ The need to know rules of waterway. ▪ Active on the water as a licensed captain and see personally the inexperience and uneducated boat operator. ▪ A small (for the boater) but significant step in improvement in boating safety. ▪ Education will reduce the number of accidents, injuries and fatalities. ▪ Reduces accidents, saves lives. 	<p>endorsed programs.</p> <ul style="list-style-type: none"> ▪ Practical skills testing should be made part of the process. Could involve local jurisdictions. ▪ All boaters – no age exclusions. ▪ All mental occupants ▪ Rapid implementation. ▪ Boating safety course – prescheduled in classroom, on water proficiency in addition. ▪ Mandatory financial responsibility to owner & operator of a water craft. ▪ Implement by date certain, i.e. all boaters by 2015 or 10 year implementation of about 100,000 boaters/per year or other method such as NASBLA model. ▪ Move on this now. ▪ Require anyone who operates a boat should complete some type of boating safety course. ▪ Faced with this loss of life, regulation in necessary. ▪ Don't water it down until it's meaningless. Just because someone has been boating for a long time doesn't mean they know what they are doing. I disapprove of grandfathering. ▪ More out reach. ▪ Education in the key. ▪ Need to address the increase in boating participation yet decline the deaths on a 	

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Ratings	Reasons	Suggestions	Questions/Info Requests
		negative scale. ▪ User friendly, i.e. multiple providers, internet, mail, other methods/channels of course delivery.	
Other 1 + 10	▪ 1 = Wasting time & money – resources with politics. ▪ 10 = Stupid people	▪ Funding manufactures & per-water way authorities to address real life issues.	▪ Have these suits, i.e. lawyers, lobbyists, anyone being paid to be here other than law enforcement, ever spent time on the water to know what REAL issues are?